

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

During last night, enemy aircraft carried out their attacks on this country.

A number of bombs was dropped on the north east coast. Damage was done in three towns, but fires which were caused were all brought under control.

Other bombs fell at scattered points in Lincolnshire, the South of England and in South Wales.

Six civilians are known to have been killed and sixty injured.

Anti-aircraft defences were in action and fighter aircraft went up.

At least three enemy aircraft were shot down and others were damaged.

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AIR MINISTRY No. 919

20/6/40 - No. 2.

AIR MINISTRY COMMUNIQUE

Yesterday afternoon and evening, successful attacks were carried out by bombers of the Royal Air Force on enemy aircraft on the ground at aerodromes near Amiens and Rouen. Hangars were also set on fire.

Throughout last night military objectives and communications in the Ruhr, the Rhineland and North West Germany were heavily bombed.

In these operations one of our aircraft was lost.

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20.6.40 - No. 3.

BRITISH PRISONERS OF WAR.

The following is the latest list of British prisoners in enemy hands as broadcast from German wireless stations:-

Ernest Wheatley (born 14th May, 1920) Normanton Park,
Nr. Stanford, Rutland.

Ronald Brown (born 23rd November, 1918), 233, Portland Street,
New Horton, Nr. Mansfield.

Cyril Warton (Wharton?) (born 29th November, 1919)
2, Marine Terrace, Green Gove, Saltburn, Yorks.

Horace Wood, (born 18th November, 1918), 81, Station Road,
Woodville, Burton-on-Trent.

George Herbert Randall, (born 7th January, 1908), Frisby-on-the-
Creek, Melton Mowbray, Leicestershire.

Gordon Thomas Grant, (born 22nd July, 1920), 41, Hill Street,
Stalkes, Dunedin, Warwickshire.

Charles Gilbert Brown, (born 21st April, 1919), 40, Redcliffe
Road, Mansfield, Notts.

William Ernest Evans, (born 1st August, 1920), Mill Ash,
Whitwell, Worksop, Notts.

MINISTRY OF INFORMATION.

20.6.40 - No. 4.

PRESS NOTICE.

The Ministry of Transport makes the following announcement:-

All special cheap railway facilities for visits to evacuees from London are suspended until further notice.

Arrangements will be made to resume the provision of these facilities as soon as circumstances permit.

**MINISTRY OF TRANSPORT,
METROPOLE BUILDINGS,
NORTHUMBERLAND AVENUE,
W.C.2.**

BOMBERS SHOT DOWN OVER ENGLAND.

Three German bombers were shot down by Spitfire pilots of the R.A.F. Fighter Command during a series of raids over the English and Scottish coasts during last night. A fourth was disabled, and is unlikely to have reached home.

The night's successes were shared by three fighter squadrons, each of which has had action experience over France.

The first came shortly before midnight when a Heinkel 111 was disabled near the mouth of the Tees. The Spitfire pilot told on his return how he had spotted the Heinkel.

A quarter of an hour later, a pilot from another squadron made a head-on attack on an enemy bomber which had been picked up by searchlights near the Humber. The searchlight crew saw the bomber crash.

Another hour, and a pilot from a third fighter squadron shot a Heinkel down in flames near Grimsby, while almost at the same time his squadron leader was destroying another Heinkel further south.

Earlier in the evening, a Hurricane pilot on his way back from a patrol over France encountered a formation of three Heinkel 111's near Amiens. He shot one down.

20/6/40 - No. 6.

WAR OFFICE ANNOUNCEMENT

The War Office makes the following announcement:-

Large contingents of the Australian Imperial Force and of the New Zealand Expeditionary Force who left these Dominions in May, have disembarked at a port in Great Britain and are proceeding to their concentration areas.

The troops are reported all well and in high spirits.

WAR OFFICE

S.W.1.

PRESS NOTICE.

Within the next few days every household in Great Britain and Northern Ireland will receive a copy of a leaflet "First-Aid In Brief". This leaflet will give the public simple guidance on how to handle casualties before the arrival of the first-aid services. It says:-

"AFTER AN AIR ATTACK First Aid Parties will reach the wounded within a few minutes. Even such a short time counts. The man or woman on the spot can save lives by immediate and proper action.

"Be prepared to see severe wounds. Be courageous and keep your head. Keep your mind on your duty to your injured fellow man.

"Everyone in these days of danger should carry several clean handkerchiefs or small towels. These can be used as bandages, and their inner laundered surfaces are quite suitable for application to open wounds as a first dressing.

"Unless a patient is in a highly dangerous place you should treat him where he lies. To lift or drag the wounded can do serious damage. Your general rule is that the moving and transport should be left to trained parties."

The leaflet gives instructions on how to stop bleeding, apply a clean dressing, and treat shock, collapse and burns.

Members of the public are warned not to exceed these instructions. All other treatment must be left to trained men and women.

"First-Aid In Brief" has been written by a London Surgeon and revised by the consultant advisers of the Ministry of Health. Nearly fifteen million copies have been printed by the Ministry of Information for the Ministry of Health and the Department of Health for Scotland. House-to-house distribution is being carried out by the General Post Office, starting to-morrow (Friday) morning and finishing on Monday.

MINISTRY OF HEALTH
DEPARTMENT OF HEALTH FOR SCOTLAND.

20/6/40 - NO: 13.

HOW A CANADIAN CAPTURED A PARACHUTIST

However disappointed the Canadians may have been over their experiences in France one of them at least took a German prisoner.

Near a small French village in which the Dominion troops were gathered, a German parachutist landed in gathering darkness.

A Canadian private on sentry-go at a car park suddenly had his attention attracted to a group of Frenchmen gesticulating and shouting "Boche! Boche!". He arrived on the scene to find a frightened "civilian" in the centre of a menacing crowd - the German was wearing a respirator and carried a revolver.

Unable to speak French or German, the private prodded his bayonet into the parachutist's belt. Having disarmed him, he took off the prisoner to the village police station. "I had a hard job to keep the Frenchmen from lynching him", he said, "but I thought it best to let the police give all the punishment".

This incident occurred west of Paris, for the Canadians nearest to the enemy were twenty-five miles from Paris when a strategic withdrawal was ordered.

DOMINIONS & COLONIAL OFFICES,
PRESS SECTION

20.6.40 - No.14.

THE KING TO THE ANZACS

"THE STERN PURPOSE THAT BRINGS YOU HERE".

The following message from the King was given to Officers Commanding the Australian and New Zealand contingents on their arrival in this country:

"A few months ago I sent some words of welcome to the first contingents of the Second Australian Imperial Force and to the New Zealand Expeditionary Force, when they disembarked in the Middle East. It has fallen to your lot to come to the United Kingdom itself, and, as you take your place beside us, you find us in the forefront of the battle. To all I give a warm welcome, knowing the stern purpose that brings you from your distant homes. I send you my best wishes and I look forward to visiting you soon.

GEORGE R.I."

DOMINIONS AND COLONIAL OFFICES
PRESS SECTION

20/6/1940 - No.15.

AIR MINISTRY BULLETIN No. 922.

Air Ministry News Service.

DAYLIGHT ATTACKS ON AERODROMES.

Aircraft on the ground were destroyed, petrol tanks were set alight and hangars were wrecked in the course of daylight attacks on two enemy aerodromes in France carried out yesterday by medium bombers of the Royal Air Force.

At Rouen, 25 or more enemy aircraft were dispersed round the aerodrome. The attackers, bombing from various heights and in rapid succession, scored numerous direct hits on the hangars, tarmac and scattered aircraft. Several aircraft burst into flames.

In the late evening, another strong force of medium bombers attacked an enemy-occupied aerodrome near Amiens. One of the three main hangars and a large aircraft standing nearby were set alight in the first sortie, which was quickly followed by a still heavier attack in which twelve aircraft on the ground were destroyed by high explosive bombs. Many others were damaged. Hits were also scored on the two remaining hangars, and a sudden outbreak of fire which spread rapidly among the buildings, suggested that a petrol dump had been struck and the fuel set alight.

Intense anti-aircraft fire from heavy calibre gun batteries all round Amiens was experienced, but skilful evasive action by the bomber pilots and the poor light of the gathering dusk combined to frustrate the ground defences. All our aircraft returned safely to their bases.

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AIR AFFAIRS.

R.A.F. AWARDS NO. 61.

THE KING has been graciously pleased to approve the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy:--

Awarded the Distinguished Flying Cross.

Acting Flight Lieutenant John McCulloch Middlemore HUGHES

During a period in May, 1940, this officer led many successful raids. On one day an attack was made on an enemy column at Dippach. Four days later, he successfully pressed home a bombing attack on an enemy position, although attacked by a strong force of Messerschmitt 109's, and by skilful manoeuvring of his aircraft he enabled his air gunner to shoot down one enemy aircraft. Flight Lieutenant Hughes has shown magnificent leadership as a flight commander and, by his coolness and initiative, has maintained the excellent spirit and morale of all his flight personnel.

Acting Flight Lieutenant John Anthony INGRAM

During a period in May, 1940, this officer carried out numerous day and night raids against enemy positions, pressing home his attacks with courage and determination. On one of these raids he was attacked by a formation of Messerschmitt 109's, one of which he shot down with his front gun. As a flight commander he has set a splendid example by displaying courage, determination and gallantry of a high order.

Awarded the Distinguished Flying Medal.

350408 Corporal James Anthony DRUMMOND

In May, 1940, this air gunner took part in a raid on an enemy column near Dippach, and in the face of intense anti-aircraft fire he added greatly to the success of the raid by the full use of his machine gun on enemy troops. On another raid his aircraft was attacked by a large formation of Messerschmitt 109's. Corporal Drummond engaged the enemy fighters with great confidence and courage, and by his accurate fire shot down one and inflicted damage on others. His coolness and accurate fire in the face of repeated attacks were largely responsible for the safe return of his aircraft.

551290 Leading Aircraftman Thomas Oakley BURGESS

In May, 1940 this airman was wireless operator air gunner of an aircraft engaged on a bombing raid on enemy troops. After the raid his aircraft was attacked by six Messerschmitt 109's. Leading Aircraftman Burgess immediately engaged the fighters shooting down one and possibly destroying another. In the engagement he received shrapnel wounds. He showed great courage and skill in the face of a superior enemy force.

629150 Aircraftman 2nd Class Edward Joseph EVANS

In May, 1940, this airman was wireless operator air gunner of an aircraft which, while on a bombing raid, was attacked by a force of Messerschmitt 109's. Although heavily outnumbered aircraftman Evans remained cool and withheld his fire until his gun could be used effectively. He shot down one enemy fighter and damaged others, causing them to break off the engagement. His courage and coolness in the face of heavy enemy opposition were largely responsible for the success of the raid and the safe return of the aircraft.

NOTES OF CAREERS.

Flight Lieutenant Hughes is aged 23 and was born at Bromsgrove, Worcestershire. He was educated at Haileybury and after being a cadet at Cranwell was commissioned in 1937, being promoted Flying Officer in 1939.

Flight Lieutenant Ingram was born at Taunton in 1913 and was educated at Queens College, Taunton. He was given a short service commission in the R.A.F. in 1936, promoted Flying Officer in 1939, and Acting Flight Lieutenant later the same year.

Corporal Drummond (20) was born at Winchester, Hampshire. He was a clerk before he joined the R.A.F. in 1935 as a boy entrant. He is single; home town Salisbury, Wilts.

Leading Aircraftman Burgess (20) comes from Mitcham, Surrey. He was a builder's apprentice before he joined the R.A.F. as a boy entrant in 1937. He is not married.

Aircraftman Second Class Evans (20) was born at Ironbridge, Salop. A pile presser in civil life he joined the R.A.F. as a regular in 1938. He is single; home town Ironbridge.

Press and Publicity Branch,
Air Ministry,
King Charles Street,
Whitehall, S.W.1.

20th June, 1940.

20/6/40. - No. 19.

FOOD IS PLENTIFUL IN CANADA.

CONTRAST WITH GERMAN-OCCUPIED EUROPE.

To the prospect of a food-starved Europe, the Dominion of Canada presents, for the friends of freedom the most heartening contrast. Cables have just arrived in London from Ottawa which suggest that the Dominion is to break all records in grain production.

Of wheat, Canada has nearly 1,500,000 more acres this year - 28,245,900 acres as compared with 26,756,500 in 1939. The main increase is in the Prairie Provinces.

In Eastern Canada, moreover, ample rainfall for crop growth has fallen during the past two weeks, and in the Maritime Provinces rains have resulted in excellent growth of pastures and forage crops.

Satisfactory reports have also been received of the crops in British Columbia, where fine warm weather has been experienced.

In addition to these favourable signs, Canada will have a record carry-over of 241 million bushels of wheat with the new season on July 31. This compared with last year's carry-over of 102 million bushels and the previous record of 209 million bushels in 1933. Supplies this year will be 591½ million bushels, leaving 431½ million bushels available for export.

These European peoples whose crops are at the mercy of the Nazi conqueror may well therefore envy the fortune of Great Britain in her possession of almost limitless supplies of food from the Empire.

20/6/40 - No.20.

THE AUSTRALIAN TROOPS.

AN EXPERIENCED COMMANDER.

Major-General Wynter, the Officer Commanding the newly-arrived Australian Contingent, has had a distinguished Service career. He joined the Australian Military Forces in 1907. In the last war he served with the A.I.F. in France as Brigade Major with the 11th Infantry Brigade; D.A.A. and Q.M.G. 4th Australian Division; D.A.A.G. A.I.F., and later A.A.G. A.I.F. From June to November 1919 he was Officer Commanding A.I.F. in France and Flanders. For his services he was awarded the D.S.O. and C.M.G.

Major-General Wynter graduated from the Staff College, Camberley, in 1923, and from the Imperial Defence College in 1931. In Australia he has held the posts of Director of Mobilisation, Director of Military Training and Commandant and Chief Instructor Command Staff School. Before taking up his present appointment he was G.O.C. Northern Command (Queensland).

DOMINIONS & COLONIAL OFFICES,
PRESS SECTION.

20/6/40. - No. 22.

NOT FOR PUBLICATION BEFORE MORNING PAPERS

OF FRIDAY 21ST JUNE.

The Right Hon. L.S. Amery M.P., Secretary of State for India, has appointed Lt. Col. Sir Walter Smiles, C.I.E. D.S.O. M.P. to be his Parliamentary Private Secretary.

INDIA OFFICE.

20/6/40 - NO: 23.

CULTIVATING OF PRIVATE PARKS AND
RACECOURSES

Additional powers have been conferred on the Ministry of Agriculture that will enable him to give directions for the cultivation of private parks, racecourses and any other land used mainly for sport or recreation.

There is no intention at the moment of ploughing up every park and golf course in the country, but where it would obviously be in the public interest that such land should contribute more to food production, the Minister will use his new powers.

MINISTRY OF AGRICULTURE

20/6/40. - No. 24.

FOR MORNING PAPERS ONLY. NOT FOR BROADCAST BEFORE
7 a.m. JUNE 21. NOT TO BE CABLED ABROAD BEFORE
MIDNIGHT.

HOUSE OF COMMONS SECRET SESSION

The following report of the proceedings of
the Secret Session of the House of Commons was issued
under the authority of Mr. Speaker:

The adjournment of the House was moved
and a Debate took place on Home Defence and
other matters.

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20/6/40 - No. 25.

OFFICIAL ADMIRALTY COMMUNIQUE

The Secretary of the Admiralty regrets to announce that the Armed Merchant Cruiser H.M.S. ANDANIA (Captain D.K. Bain, R.N.) was torpedoed by a U-boat and subsequently sank.

Two members of the crew were injured. There were no other casualties, and the entire ship's company has been landed at a British port.

H.M. Trawler JUNIPER, (Lieutenant-Commander G.S. Grenfell, R.N.), which was operating in Northern Norwegian waters, is now overdue and must be considered lost. The next of kin have been informed that her crew are missing, but that it is possible that some of them may be prisoners of war.

ADMIRALTY, S.W.1.

FOR MORNING PAPERS ONLY. NOT FOR BROADCAST BEFORE
7 a.m. JUNE 21. NOT TO BE CABLED ABROAD
BEFORE MIDNIGHT.

HOUSE OF LORDS SECRET SESSION.

The official account of the Proceedings of the House of
Lords states:

Moved: That the Sitting of the House this day and the
~~statement on Home Defence~~ and the Debate thereon be ~~secret~~.
(The Lord Snell on behalf of the Viscount Caldecote.)

Motion agreed to.

House in Secret Session.

The Lord Croft made a statement to the House. At its
~~close~~ His Lordship moved That the House do ~~now~~ resolve itself
into Committee to consider the said Statement: Agreed to and
Ordered accordingly.

~~After debate House resumed.~~

~~House adjourned at ---~~ (N.B. Time will be announced).

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20/6/40 - No.27

PRESS NOTICE.

Manufacturers and wholesalers of luxury and near-luxury goods are to be given ten days' grace in which to register under the Government scheme to cut consumption by one-third. Firms failing to register are liable to heavy penalties and may be prohibited from trading.

Under the Limitation of Supplies (Miscellaneous) Order, they were called upon to register by yesterday (Thursday, June 20th).

At the special department of the Board of Trade, set up at Farnham House, Leicester Square, to deal with the registration it was stated last night that in response to urgent requests from trade organisations the time limit will be extended to June 30th.

A similar extension had been granted under the Cotton, Rayon and Linen Order so that export merchants may complete registration.

Auctioneers, pawn-brokers, hire purchasing financial houses, and insurance companies will not need, it was stated in reply to enquiries, to register, unless they are engaged in manufacture.

Amending Orders issued last night clarify the position in respect of hire-purchase trade and of agents. Copies of the Orders may be obtained at His Majesty's Stationery Office.

BOARD OF TRADE.

20/6/40 - No. 28

EMPIRE NEWSPAPERS THANKED.

Lord Lloyd, Secretary of State for the Colonies, has sent the following message to the Editors of the Straits Times, Malay Mail and Straits Echo.

"I have been very pleased to learn of the success of the funds for war purposes organised by the editors of the Straits Times, the Malay Mail and the Straits Echo. The generous response to these appeals is a further clear indication of the readiness of the population of Malaya to share in the task of prosecuting the war to victory and I should like in particular to express my appreciation of the co-operation shown by the three newspapers concerned in organising this fund and in providing facilities for the collection of contributions".

DOMINIONS AND COLONIAL OFFICES
PRESS SECTION

CHILDREN'S MIGRATION.

Mr. Geoffrey Shakespeare's Statement.

A statement was made today by Mr. Geoffrey Shakespeare, M.P., the Chairman of the newly appointed Children's Overseas Reception Board. He pointed out that the Board wished to emphasise one aspect of the proposal to send British children overseas for safe refuge in the Dominions and other countries which he thought might have been misunderstood.

There was, as yet, no finally agreed scheme in existence. An inter-departmental committee had suggested a thoroughly practical scheme which H.M.G. in the United Kingdom had adopted as a basis for approach to H.M.G. in the Dominions, and discussions were urgently taking place with those Governments. There was no doubt agreement would be reached in the very near future, but the scope of any scheme must necessarily be limited by the offers made by the Dominions to receive British children and by the shipping facilities that would be available.

Any idea of mass migration was absolutely contrary to the wishes of any of the Governments concerned. What was intended was that there should be a safe refuge for a limited number of children in the Dominions and that this transference of children should take place steadily according to a well ordered plan. For scores of thousands of children to be transferred in a few weeks as had been suggested in some quarters was outside the bounds of any practical scheme and it would be an extremely dangerous process.

H.M. Government believe that the evacuation scheme in this country by which children have been transferred from evacuation to reception areas is fundamentally sound and that it will provide a large measure of security. This policy must therefore remain their major policy for providing safety for the children.

As soon as a more detailed scheme for sending children to the Dominions has been agreed a further announcement will be made, giving all the necessary information. It must be realised that in war time shipping facilities are severely restricted and it must not be expected that the transference of children overseas could start until the new organisation was properly functioning and shipping facilities were made available. It would be, perhaps, two or three weeks before the first movement overseas could be started.

Parents of children attending elementary and secondary schools must apply to their local education officer. Parents of children at private and public schools must apply in writing to the Secretary of the Board, the address of which is Thos. Cook's Buildings, 45, Berkeley St., London, W.1.

20/6/40 - No.31.

P R E S S N O T I C E .

Latest reports concerning last night's air raids confirm earlier information that the material damage caused was not serious.

So far as can be ascertained the casualties were eight dead and about 60 injured.

MINISTRY OF HOME SECURITY

SURPRISE ATTACK BY HURRICANES.

Swooping down out of the sun, a squadron of R.A.F. Fighter Command Hurricanes raked with machine-gun fire fifty German Ju.52's (Troop Carriers) and Ju 87's (Dive bombers) which were lined up on Rouen aerodrome this morning. The Hurricane pilots estimate that they damaged twenty of the enemy aircraft, four of which were set on fire.

In spite of heavy A.A. fire, all the British fighters returned safely.

The Hurricane pilots were on a reconnaissance patrol over Northern France when they sighted the Nazi machines parked in two long lines on the aerodrome. The British fighters, diving in line astern surprised the enemy, and carried out their machine gun attack at low level.

After firing thousands of bullets into the enemy aircraft the Hurricanes escaped into the clouds.

AIR AFFAIRS.

IMMEDIATE AWARDS.

The attached list of Immediate Awards made by the C.-in-C., B.E.F., is issued by the War Office:-

D.S.O.

Major (actg. Lt.-Col.) Edward Frederick BOLTON, The Queen's R.

Lt.-Col. Bolton arrived with his battalion at DRUCAT shortly after midnight, May 19th, to occupy billets. There was little or no information about the enemy and an incessant stream of refugee traffic poured through on all roads, so that traffic stops on all sides of the village had to be established.

He received a brief warning "to be prepared to move at short notice", and then all means of communication failed. At 1630 hours enemy tanks were reported between his battalion and the battalion on his right flank, and a considerable force of enemy tanks were in the woods on his left flank.

He was therefore cut off on both flanks. The order to withdraw south of the SOMME had been received at Bde., but never reached the Bn. on account of enemy action. Acting on his own initiative Lt.-Col. Bolton organised an orderly withdrawal and by means of skilful leadership personally led his battalion by tracks at night, crossed the R. SOMME with all his weapons, although the transport vehicles had to be destroyed. Making use of cover by day he lay with his unit concealed with enemy tanks in front of him; moving by night he reached GAMACHES with the loss of only a portion of the platoon acting as rearmy.

It was entirely due to his skill as a leader and his own personal and untiring devotion to duty that the battalion was able to withdraw intact.

M.C.

Capt. Richard Lionel MOORE, The Queen's R.

Capt. Moore shewed qualities of leadership and disregard of personal danger in withdrawing his company from BELLANCOURT.

During the night 20/21st May he carried out a personal reconnaissance of the R. SOMME, although the enemy were in occupation of the area between his company and the river.

After leading his men through the marshes down to the river, he got all those with him across the river in spite of the fact that the majority were non-swimmers, and he himself swam the river three times to help the non-swimmers and two wounded men across.

M.C.

2/Lt. (actg. Capt.) David Christopher BAYNES, The Queen's R.

On 20th May 1940 Capt. D.C. Baynes was commanding his company strength of 3 Officers and 122 O.Rs, which was on detachment at SALEUX, guarding the Depot and Petrol Dump at that place.

At about 1130 hours his position was attacked by enemy tanks led by motor cyclists. This attack was held up until about 1600 hours, during which time a number of casualties were inflicted on the enemy motor cyclists, three of whom were shot by Capt. Baynes personally at close range.

At 1600 hours Capt. Baynes, being entirely isolated and unsupported, decided to withdraw owing to increased enemy pressure. The enemy were then well round the flanks of his position.

The withdrawal was carried out and after a march of approximately 50 miles across country, Capt. Baynes and 52 O.Rs. arrived at FORMERIE on 23rd May 1940 with two wounded who had been conveyed in hand carts most of the way. During the whole of the engagement and the subsequent withdrawal Capt. Baynes handled his company with great skill and set a fine example to his men.

M.C.
Lt. (actg. Capt.) Robert Straton BROKE, R.A.

On the morning of 20th May, Div. H.Q. at FRESSEVILLE, some 12 miles west of ABBEVILLE, was entirely in the dark as to the situation; repeated attempts to obtain up-to-date information and orders had failed; there was no intimation as to where the enemy might be. It was imperative to obtain information in order to know how to act, and in these circumstances, Capt. BROKE was sent forward towards ARRAS to obtain it. Heavily bombed when passing through ABBEVILLE he reached a point within 7 miles of DOULLENS, where he ascertained that enemy A.F.V. were in the town. He returned at once with this information which was of the greatest value and enabled necessary orders to be issued.

Shortly after his return it was necessary to send him forward again to ascertain the position of a Bde., which should have been in process of withdrawing from the east to the west bank of R. SOMME, about ABBEVILLE. Reaching a bridge some 4 miles south of ABBEVILLE which was on the direct route to Bde. H.Q. he learned that enemy A.F.Vs. were on the opposite bank, and he heard M.G. fire there. Undeterred, he turned north and pushed through ABBEVILLE itself, seeking his destination by this route. In the eastern outskirts, however, he encountered enemy tanks, and managed to escape with difficulty under their fire. He was unable to reach Bde. H.Q. because enemy A.F. Vs. had interposed between the Bde. and Div.H.Q., but this information was of the greatest value in enabling further plans to be made.

Throughout, Capt. Broke shewed coolness, daring and great devotion to duty. The lucidity of the information which he brought in on each occasion was invaluable.

M.C.
2/Lt. Maurice Edgar MacGregor McWILLIAM, The Queen's R.

On 20th May 1940, 2/Lt. M.E.M. McWilliam was in command of his platoon, which was occupying a forward position covering the petrol dump at SALEUX.

At 1130 hours on 20th May 1940, the position was attacked by enemy infantry and motor cyclists. 2/Lt. McWilliam maintained his position until 1600 hours; the position then became untenable, so he withdrew his platoon under heavy fire to SALEUX. During the whole of this time 2/lt. McWilliam retained complete control of his platoon and set a fine example of leadership in holding up the enemy for so long and then extricating his platoon under complete control from an exposed and difficult position.

M.C.
7873302, R.S.M. A. MANNERS, The Queen's R.

On May 20th, 7873302 R.S.M. Manners received orders from his C.O. to assist in forming a rearguard to cover the withdrawal of the battalion from VAUCHELLES. This he did until ordered by the Adjutant to withdraw. During this part of the withdrawal his party of about 100 partially trained men came under heavy machine gun fire, and it was due to his coolness, and powers of leadership that many lives were saved.

Thereafter, throughout a march of over 40 miles he showed the same powers of command and resourcefulness.

M.M.

M.M.

6090398, Lce.-Sgt. G. BANFILL, The Queen's R.

L/Gt. Banfill was commanding a section at SALEUX, on 20th May 1940, when the position was attacked by the enemy at 1130 hours. In spite of being wounded in the back at an early stage of the engagement, he continued in action and organised the ammunition supply for his own section and for other troops in the vicinity, crawling from one position to another until 1600 hours, 20th May, 1940.

Later he showed a fine example of unselfishness and leadership during the withdrawal, refusing attention until some 50 miles had been covered and the company out of danger. He was then completely exhausted and had to be evacuated to hospital on 23rd May, 1940.

M.M.

6093335, Lce.Sgt. A.G. TROSTER, The Queen's R.

At DRUCAT on 20th May enemy A.F.Vs. had been reported on both flanks, and two motor cycle despatch riders sent to connect with the battalion on the right had already turned back.

Finally L/Sgt. Troster was asked to ride a motor cycle and take an officer on the back to get in touch with the right. Twenty minutes later he returned wounded and in a dazed condition, to report that he and his officer had attacked a German officer with their fists. The officer had been wounded but he was able to report the presence of German A.F.Vs. on the battalion's right flank.

This N.C.O. showed great devotion to duty and was the means of obtaining valuable information for his Commanding Officer when others had failed. Although wounded he remained with the battalion and marched with them for three days during their withdrawal.

M.M.

6092861, Pte. B.T. SCOTT, The Queen's R.

Throughout Monday, May 20th, Pte. Scott repeatedly carried despatches from Brigade Headquarters to Divisional and battalion Headquarters, notwithstanding frequent attacks by enemy bombers and Armoured Fighting Vehicles.

At 1700 hours, just after one very heavy wave of bombing, when he had taken despatches to the three battalions, he was on his return journey stopped by a crying woman who informed him of the presence of enemy tanks. He stopped his engine and could hear the sound of both tanks and light automatic fire. He proceeded on his way and on coming into the open from a sunken road saw six tanks one hundred yards to the left of the road along which he was travelling.

The tanks were machine-gunning the refugee pedal cyclists as they moved along the road. Pte. Scott accelerated to full throttle and although his cycle was hit made a successful attempt to cross the area covered by fire.

Instead of returning direct to Brigade Headquarters he first warned the troops at a road block and the nearest battalion. On his return to Brigade Headquarters he was at once sent with a despatch to Divisional Headquarters. This necessitated passing through ABBEVILLE. With difficulty he made his way through, obtaining assistance to remove fallen telegraph poles and timber, and carrying his motor cycle over the debris.

Pte. Scott's courage, initiative and zest for his duty never failed him and by continuously carrying despatches under very difficult conditions he was instrumental in saving many lives.

M.M.

6286237, Pte. J. PLEWS, The Buffs.

On Monday, 20th May at approximately 1130 hours, Pte. PLEWS was sent by his Company Commander to report to Battalion Headquarters that enemy A.F.V. had been seen advancing on DOULLENS from the direction of ARRAS. While he was at Battalion Headquarters a message came from the extreme right that enemy A.F.V. had been seen 500 yards away advancing from DOULLENS towards ARRAS.

Pte. PLEWS was given a message to the company on the extreme right ordering them to withdraw to FREVANT if unable to hold the enemy.

Pte. PLEWS was ordered to avoid the main road ARRAS-DOULLENS. He was on his way when he encountered 3 German light tanks coming across his front, he tried to take cover, but at about 500 yards range one saw him and opened fire. Pte. PLEWS was uninjured but his bicycle was wrecked by machine gun fire. One man left the tank and advanced towards him, but at approximately 30 yards range Pte. PLEWS fired six rounds with his pistol and killed his attacker. The tank then turned to attack and Pte. PLEWS, having broken the petrol pipe of his bicycle to let out the petrol, made for cover.

The tank fired several bursts but without effect. After running for about 700 yards Pte. PLEWS came to a road on which he held up a car and jumped on the running board. The car took him 3 miles to another detachment. Pte. PLEWS there borrowed another motor cycle and started again to deliver his message. He proceeded to DOULLENS and when near DOULLENS encountered German heavy tanks. As he drove his bicycle off the road under the trees they fired without effect. He was forced by the ground to return to the road and again the tanks opened fire, this time disabling the motor cycle. Pte. PLEWS took cover in a house until they had passed and then set out on foot to deliver his message. He had just arrived at DOULLENS when the tanks appeared.

Throughout these operations he displayed courage and persistence.

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WAR OFFICE,
S. W. I.

20/6/40 - No. 34.

AIR MINISTRY NO. 926.

AIR MINISTRY COMMUNIQUE

Large scale operations by R.A.F. bombers continue nightly. Last night, the objectives were munition factories, oil refineries, bridges, marshalling yards, ammunition trains and aerodromes. In spite of intense anti-aircraft fire targets spread over a large area were attacked. These included Lunen, Hamm, Bielfeld, Munster, Duren, Schwerte, Euskirchen, Munchen-Gladbach, Hamborn, Emmerich, Hamburg, Brunsbuttel and Norderney.

One of our aircraft failed to return. On the way home one of our bombers engaged and seriously damaged an enemy seaplane.

Aircraft of the Fleet Air Arm co-operating with Coastal Command, attacked military storehouses at Ijmuiden and Scheveningen and the aerodrome at Borkun. At all three objectives fires were started. A bridge at Texel was also hit.

This morning, a squadron of Hurricanes attacked a large number of enemy aircraft lined up on Rouen-Boos aerodrome. Four enemy aircraft were set on fire and many others were damaged by machine-gun fire.

This afternoon, a squadron of Blenheims visited the same aerodrome and caused further havoc.

Both attacks were carried out without loss.

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20/6/40 - No.35.

PRESS NOTICE.

Air Chief Marshal Sir Cyril L.N. Newall, Chief of the Air Staff, has issued the following message: -

"On behalf of the Royal Air Force I desire to express the sincere gratitude of all ranks to the aircraft industry for their magnificent response to the additional calls upon the industry that have been made in the past three weeks. In particular, the R.A.F. wishes to offer its thanks to the great body of men and women who, by working for long hours at high pressure have made it possible to achieve an outstanding contribution to our air effort."

MINISTRY OF AIRCRAFT PRODUCTION.

NOT TO BE PUBLISHED OR BROADCAST BEFORE
FRIDAY MORNING, JUNE 21.

P R E S S N O T I C E

The following letter has been sent by the Minister of Shipping to the masters of 91 ships of the Merchant Navy which took part in the evacuation of Allied troops from Dunkirk:-

"17th June, 1940.

I write on behalf of the Government to convey to you and to the members of your Ship's Company the gratitude and admiration felt for the help freely given and the courage and endurance displayed by you all in the evacuation from Dunkirk.

This operation, in which the Merchant Navy joined as partner of the fighting services, was carried to a successful conclusion in the face of difficulties never before experienced in war.

I am proud to pay tribute to your share and that of your Ship's Company in a great and humane adventure destined to occupy a place of honour in the pages of history.

(signed) RONALD CROSS.

Minister of Shipping. "

Of the 91 ships, 57 were passenger and store ships, and 34 were tugs. In addition to these, the Ministry of Shipping has the names of over 600 smaller craft which **went to take part in** the operation, and the list is not yet complete.

MINISTRY OF SHIPPING

20/6/40 - No.37

NOTIFICATION OF AIR-RAID CASUALTIES.

Following an air-raid, information concerning persons who have become casualties will be made available at casualty centres to be established by local authorities. The addresses of these centres will be made known by each authority. In the Metropolitan Police District the centres will be established by the Police.

Where ever possible a notification will also be posted to the casualty's home address.

If you fear that someone belonging to you may have been injured in an air-raid, on no account visit or ring up hospitals, or Government departments; for example the Air Ministry or the Ministry of Home Security, nor should you ring up the B.B.C. They will not be able to furnish information. The quickest source of information will be the casualty centres referred to. Those who have charge of children under 16 are reminded of the necessity of seeing that the child's name and address, and the National Registration Number copied from the National Registration Card, are written on a luggage or similar stout label and firmly fixed to the child's clothing.

MINISTRY OF HOME SECURITY.

20/6/40. - No. 38.

P R E S S N O T I C E

It is authoritatively stated in London that there is no truth in the ridiculous suggestion that an order has been made or is contemplated for the arrest of the Duke of Windsor.

It is not the fact that he has already returned to this country but all possible steps are being taken for his safety and convenience.

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MINISTRY OF INFORMATION